

CLEAN COPY OF AMENDED CLAIMS

1. (Amended) A center beam rail road car comprising:

a deck structure supported on rail car trucks, said deck structure having first and second end portions and a medial portion lying between said first and second end portions, said medial portion being stepped downward relative to said end portions;

a central beam assembly running lengthwise along said rail road car between said end portions, said beam assembly standing upwardly of said deck structure; and said medial portion being stepped downward relative to said end portions by a distance of at least 30 inches.

5. (Amended) The center beam rail road car of claim 4 wherein said at least one post is a hollow four sided tube.

13. (cancelled)

15. (Amended) A center beam rail road car comprising:

a deck structure supported on rail car trucks for rolling motion in a longitudinal direction; said deck structure including a pair of first and second end portions, and a medial portion carried between said end portions, said medial portion being stepped downwardly relative to said end portions;

a center sill running along said deck structure;

said center sill having a first center sill end portion, said center sill end portion having an upper flange and a pair of spaced apart webs extending downwardly from said upper flange;

a central beam assembly running lengthwise along said rail road car between said end portions, said beam assembly standing upwardly of said deck structure; and

a draft pocket cap plate mounted within said first center sill end portion between said pair of spaced apart webs, said draft pocket cap plate lying at a lower level than said deck sheet, whereby a draft pocket is defined between said pair of webs and

41. (Amended) A center beam rail road car comprising:

a deck structure carried on railcar trucks for rolling motion in a longitudinal direction, and a central beam assembly standing upwardly of said deck structure and running lengthwise along said deck; said deck structure being supported by a center sill, said center sill having a first portion mounted between said trucks, said first portion having a flange and two spaced apart webs extending away from said flange; said first portion having a hollow section bounded by said flange and said spaced apart webs; said first portion having a height and a width, said height being greater than said width; said center sill having at least one internal web member for maintaining said two spaced apart webs in position relative to each other, said internal web member being mounted within said hollow section between said two spaced apart webs; said internal web member being mounted transversely relative to said longitudinal direction; and said center sill having a welding aperture formed therein, said welding aperture permitting at least a portion of said internal web member to be welded in place from outside said center sill.

43. (Amended) The center beam rail road car of claim 1 wherein:

said deck structure is supported by a center sill,
said center sill has a first portion mounted between said trucks, said first portion having a
height and a width, said height being greater than said width;
said center sill has at least one internal web mounted therewithin;
said web is a first web;
said central beam assembly includes at least one post standing upwardly of said center
sill, said post having a second web standing cross-wise relative to the lengthwise
direction of said rail road car; and
said first web is positioned to provide web continuity with said second web.

44. (Amended) The center beam rail road car of claim 43 wherein said first and second webs are co-planar.

30 At. (Amended) The center beam rail road car of claim 42 wherein said internal web is a first

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below said draft pocket cap plate.

17. (Amended) The center beam rail road car of claim 15 wherein:

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said center sill has a central position adjacent to said medial portion of said deck structure and first and second end portions adjacent to said first and second end portions of said deck structure;

said central portion of said center sill has an upper flange, a pair of spaced apart webs extending downwardly from said upper flange and a lower flange mounted to said webs, said upper flange, said lower flange and said webs of said center sills defining a hollow box beam;

said medial portion of said deck structure has a deck sheet; and

said lower flange of said central portion of said center sill is mounted at a level corresponding to said deck sheet of said medial portion of said deck structure.

25. (cancelled)

26. (cancelled)

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30. (Amended) A center beam rail road car comprising:

a deck structure carried on railcar trucks for rolling motion in a longitudinal direction, a pair of first and second bulkheads extending upwardly of said deck structure at either end thereof, and a central beam assembly standing upwardly of said deck structure and running lengthwise along said deck structure between said bulkheads;

said deck structure being supported by a center sill, said center sill having a first, longitudinally outboard portion and a second, longitudinally inboard portion between said rail car trucks;

said second portion being narrower than said first portion

said first, longitudinally outboard portion of said center sill having members defining a draft pocket therein, and said first, longitudinally outboard portion of said center sill having an overall height greater than said draft pocket.

34. (cancelled)

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web, said decking structure includes at least one cross bearer extending laterally to either side of said center sill, and said cross bearer has a second web, and said first and second webs are co-planar.

48. (Amended) The center beam rail road car of claim 47 wherein said cross-bearer is underslung relative to said center sill.

52. (Amended) A center beam rail road car comprising:

a deck structure carried on rail car trucks for rolling motion in a longitudinal direction, and a center beam assembly standing upwardly of said deck structure and running lengthwise along said deck;

said deck structure being supported by a center sill,

said deck structure including a first portion mounted above one of said trucks, and a second portion mounted between said trucks, said second portion of said deck structure being stepped downwardly relative to said first portion of said deck structure a distance of at least 30 inches;

said center sill having a first portion mounted between said trucks, said first portion having a height and a width, said height being greater than said width in a ratio of at least 2.0:1.0; and

said center sill having at least one internal web separator mounted therewithin.

56. (cancelled)

32/35 62. (New) The center beam rail road car of claim 43 wherein the ratio of said height to said width is at least 2.0 : 1.

33/36 63. (New) The center beam rail road car of claim 43 wherein the ratio of said height to said width is greater than 3.0 : 1.